

April 28, 1999

Mr. Lyman M. Cooper  
Resident Vice President - State Relations  
CSX Corporation  
5540 Centerview Drive, Suite 425  
Raleigh, NC 27606

Dear Lyman:

This is in response to your April 20, 1999 letter concerning the Truck Stop Road (SR-2399) crossing near Kenly.

Please know that the Department of Transportation intends to follow through with our commitment to provide an increased level of safety at this crossing. In the coming weeks, NCDOT forces will add high-visibility delineators to the median barriers at the crossing. I understand that DMV Enforcement officers have been working with CSX Police to survey the crossing for violators and enforce the truck, bus and hazardous cargo ban. So far, we have received written documentation from CSXT and Amtrak locomotive crews of three such violations since the crossing was open to traffic late last year. By copy of this letter, I am asking that our DMV Enforcement officers increase their patrols of this crossing and continue to fully cooperate with CSX Police on surveillance and enforcement activities at this location.

Regarding your request that NCDOT reconsider installing a sheer bar restricting truck traffic, we must carefully evaluate such devices and make sure that they do not present an additional hazard to motorists, train crews and rail passengers. As you may know, trucks accessing the nearby sewer treatment plant are allowed use of Truck Stop Road up to their driveway immediately east of the crossing, just as long as they do not cross the railroad. This use is to enable CSXT to close the unprotected private crossing access to the sewer treatment plant just north of the Truck Stop Road crossing, thus providing safer access. In order to allow this access, such a sheer bar would have to be placed immediately east of the CSXT tracks. If a westbound truck actually hit this bar, it could break away and fall onto the tracks in front of trains, possibly causing a derailment.

Safe movement of people and goods is the top priority of the Department of Transportation. We will continue to evaluate this location for possible improvements as necessary, and would welcome any additional suggestions for partnerships between our respective entities to improve safety at this and other highway/rail at-grade crossings across the state. Please contact me if I can be of further assistance.

Sincerely,

E. Norris Tolson

ENT/pw